

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

50X1-HUM

COUNTRY East Germany

REPORT

SUBJECT Stendal Airfield: Status as of

DATE DISTR. 27 OCT 1959

July 1959; (fuel dump + capacity
of containers)

NO. PAGES 3

REFERENCES

DATE OF
INFO.
PLACE &
DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

It was determined in July 1959 that the encasing with concrete of fuel containers in fuel dump No 4 at Stendal airfield was intensified.¹ The construction order verbally read: Concreting of fuel containers and construction of a concrete road.

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30 workers were shifted from Wandlitz construction site to Stendal in order to push work there since the target date had already been retarded.

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1. Comment. The information refers to the projected new fuel dump No 4 at Stendal airfield, as has been known since 1958. The project of the new fuel dump (T 4) provides for two parallel rows of containers. Each row consists of two large and two small containers with the larger ones at the ends of the row. There is the required interval between the individual containers and the two rows. For sketch of fuel dump and detailed information in the legend, see Annex 1.

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2. Comment. After completion of the runway system at Stendal airfield between 1956 and 1958, VEB-ITB (Volkseigener Betrieb-Ingenieur-Tiefbau Brandenburg) had to vacate the field. Subsequently, the airfield was taken over by the Soviets and occupied by them later on. The available fuel dumps (T 1-3) which had been established before 1945, were not yet repaired by that time. Since no new fuel dumps were observed it was expected that the old ones would be made ready for operation. the three fuel dumps were interconnected and provided with following containers:

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STATE	X	ARMY	#X	NAVY	#X	AIR	#X	FBI		ASC							
(NOTE: HEADQUARTERS DISTRIBUTION INDICATED BY "X"; FIELD DISTRIBUTION BY "#".)																	

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T 1 - 4 containers
T 2 - 3 containers
T 3 - 6 containers

The dumps were empty. Their holding capacity was not known. A new fuel dump (T 4) had already been planned and surveyed in the spring of 1958. Its capacity reportedly was some 12 million liters. For location of projected fuel dump (T 4) and detailed information on landing field, see attachments.

Description of Attachments: A map of the area surrounding the airfield, accompanied by a legend describing the status of the airfield's facilities as of July 1959.

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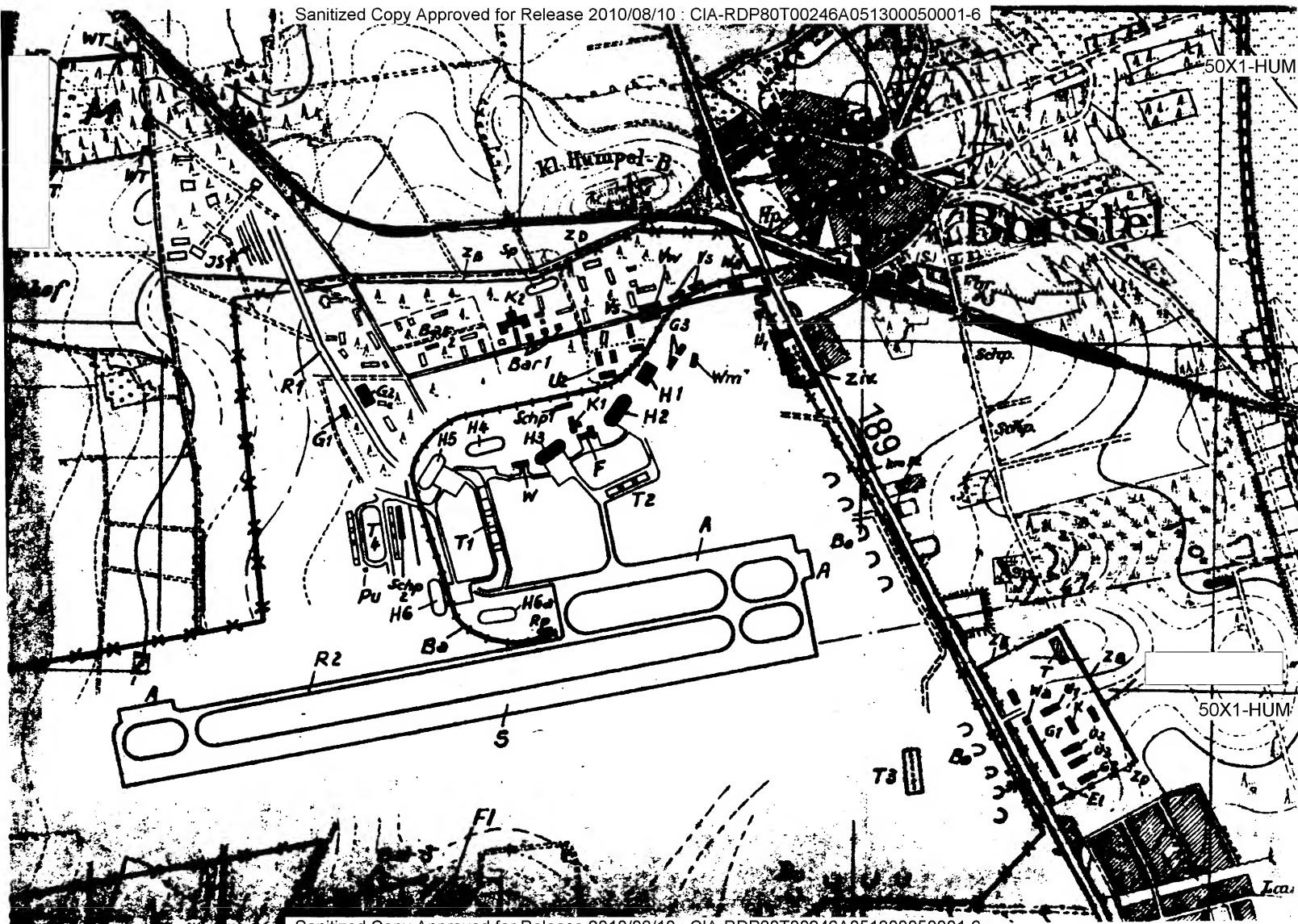
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Newly Established Landing Field at
Stendal Airfield

<u>Items</u>	<u>Information</u>
Hardstands	Along new taxiway; camouflaged hardstands not known
Railroad connection	
Supply railroad station	at Borstel
Spur track	for approximate course, see map section official designation "Stendal Ost"
Loading ramp	at track end
Barracks:	
Bar 1	3 wooden barracks, incl 1 kitchen
Bar 2	Barracks of former German period, still available?
Bar 3	4 barracks in southwestern corner of field, near target ranges
Lighting facilities	
Runway lights	Permanent lights on both sides
Obstacle lights	On masts along optical approach line
Flare path	Possibly available in eastern extension of runway
Aircraft revetments	About 30 revetments along eastern and southern edges of airfield
Transformer house	in "Neues Lager", east of highway No 189
Flight control station	Building of former German period at northern edge of landing field; in this building also housing fire department and weather station

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Items	Information
AA gun emplacement	east of airfield, north of "Neues Lager", presumably evacuated. In southwestern corner of airfield, occupation unknown so far
Radio installations:	
Fu A: Type A	dismantled
Fu C: Type C	in eastern extension of runway, west of Stendal-Baben road
Fu D: Type D	location now known
Garages:	
G 1, G 2	in northwestern corner of airfield, along old taxiway
G 3	two temporary building serving as garages, southwest of entrance to airfield
"Neues Lager":	50X1-HUM
G 1	large garage
G 2	motor vehicle sheds
Hangars:	
H 1, 2, 3	undestroyed and/or rebuilt
H 4, 5, 6, 6a	destroyed; reconstruction unknown
Adjustment and target ranges	Target ranges in southwestern corner of airfield; adjustment stand allegedly in northwestern corner of landing field
Kitchens, Culture buildings	
K 1	Kitchen
K 2	Former officer's club, presumably still serving as such
"Neues Lager"	Kitchen and messhall in brick barracks

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Items	Information
Ammunition dump	about 300 m square, northwest of air-field in small wood; 3 barracks, each 30 x 10 m, bombs piled up in the open, earth bunkers, wooden fence, 4 watch towers
Pump house	presumably belonging to fuel dump (T 4)
Taxiways:	
R 1	old taxiway, presumably leading to camouflaged parking places and hangars
R 2	new taxiway, 14 m wide, not drained.
Runway	direction: SWS-ENE length: 2,000 m width: 60 m thickness: 18-20 cm drained on both sides; optical flight base line in eastern extension
Sheds:	
Schp 1	storing coal
Schp 2	storing cement
Sports ground	
Fuel dump:	
T 1	located in western bend of spur track; 4 - 5 containers, each holding 30,000 liters
T 2	2 underground containers; size u/1
T 3	6 containers; size u/1
T 4	new fuel dump west of T 1, size u/1
"Neues Lager"	50 barrels each holding 200 liters, in wooden sheds

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<u>Items</u>	<u>Information</u>
Quarters	
U 1	villa near field entrance, in poor condition
U 2	4 quartering buildings
"Neues Lager"	3 brick barracks (U 1-3)
Dispatch office	
Administration building	komendatura north of main road through airfield; flight control building (F) also called headquarters building
Repair hangar	building west of hangar No 3
Guardhouse	at entrance in northeastern corner of the airfield; guardhouse in "Neues Lager"
Ordnance shop ai)	
Watch towers	1 each at corners of ammunition dump
Fence	
Z _B	Board fence
Z _D	wire fence

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